



Florida Department of Transportation, Aviation and Spaceports Office
STRATEGIC AIRPORT INVESTMENT PROJECTS

Effective: July 1, 2014

Background

The 2012 Legislature created the Strategic Port Investment Initiative within the Seaport Program. FDOT did not have a similar investment initiative or authority for the Aviation Program. So for program consistency, the 2014 Legislature created a strategic investment initiative program within the Aviation Program.

From time to time, strategic infrastructure investment opportunities become available at Florida's airports. The authority to fund such projects would make Florida more economically competitive.

Per Section 332.007, Florida Statutes, FDOT is authorized to provide up to 100 percent funding for commercial and general aviation airport projects that meet the following criteria:

- Provide important access and on-airport capacity improvements;
- Provide capital improvements to strategically position the state to maximize opportunities in international trade, logistics, and the aviation industry;
- Achieve state goals of an integrated intermodal transportation system; and
- Demonstrate the feasibility and availability of matching funds through federal, local, or private partners.

Project Eligibility

Projects will be chosen through an examination of the following factors:

- Is the project a top priority for the airport?
- Does the airport have (or will have) matching funds?
- Is the project consistent with most recent Department/Federal Aviation Administration (FAA) approved airport master plan?
 - Is an Airport Layout Plan (ALP) update needed?
 - Has the project been coordinated with the FAA Orlando Airports District Office?

- *Project Eligibility Continued* -

- Has financial and economic analysis been completed?
 - Does the project have a strong return on investment (ROI)? Due to the uniqueness of each project, determination of a strong ROI will be made on a case-by-case basis.
 - Is the benefit cost analysis greater than one (1) or better?
- Does it support an increase in Florida jobs? If so, how many?
- Does it provide statewide or national impacts for throughput of passengers and/or cargo?
- Does it provide improved access or multimodal connectivity for passengers and/or cargo?
 - Is it an essential “final” match for other funds, including federal, so that the project can move forward?
 - Does it provide an essential part of a staged project (crucial to the completion or success of other funded projects)?
 - Does it address essential safety or efficiency/operational improvements?
- Does it allow the state to accommodate changes in trade patterns or to capture a new market for the state?
 - Such as high-tech, precious metals (gold/silver), pharmaceuticals, industrial machinery, or perishable consumables (flowers, fish, fruit or vegetables).
 - Is it a key niche business for the airport? If so, why?

Prioritization Process

Once the factors outlined above are considered, projects will be prioritized by putting them into the following categories:

- **Critical:** The airport must have it or faces catastrophic business loss – through infrastructure failure or critical safety issue.
- **Needed:** The airport must have it or new business will be turned away or existing business lost (capacity limitations).
- **Desired:** The airport has a good likelihood of committing new business immediately if improvements are made.
- **Future:** The airport does not have current business commitments, but the project meets master planning goal.

This and any additional project information should be submitted to the appropriate FDOT district office for further coordination.

Contact information available at <http://www.dot.state.fl.us/aviation/fdotinfo.shtm>.